# DEUTSCHLAND'S NEW RECORD.

HURBOURG TO SANDY HOOK IN DAYS 11 HOURS 34 MIN.

in Average of 23.15 Knots an Hour-Big ship Hit by Schooner While Leaving quarantine-Senator Clark's Views on the Next Democratic Convention.

The Hamburg-American liner Deutschand, in yesterday from Hamburg, Cherourg and Southampton, made a new record of 5 days 11 hours and 54 minutes from therbourg Breakwater to Sandy Hook lightship.

She had smooth seas in the racing lane and Chief Engineer Barends, brother of the captain, decided to make his last westward trip in the great ship memorable for

Her engines worked smoothly as a sewing machine from start to finish, and she covered the short course of 3,064 miles at in average hourly speed of 23.15 knots. The best previous run from Cherbourg, 5 days 11 hours and 57 minutes, was made by the North German Lloyd steamship

While turning to leave Quarantine the Deutschland and the three-masted schooner Lavinia M. Snow, from Fernandina, with a cargo of lumber, came into collision. The schooner was crossing the stern of the light of the schooner was crossing the stern of the ner and was carried against her by the strong flood tide.

The rudder stove a big hole in the

schooner's starboard side, and she filled quickly, floating on her cargo. She was towed to the Merritt-Chapman dock at Clifton. The Deutschland was not dam-

sged.
Some of the record ship's passengers were Senator William A. Clark of Montana, Mr. and Mrs. C. B. Alexander, Mr. and Mrs. Charles Boldt, Mrs. H. O. Armour, Judge John W. Cook, Mr. and Mrs. W. R. Hearst, Charles S. Bradley, Mr. and Mrs. Edward S. Crossett, John Spencer Camp, Mr. and Mrs. W. M. Dudgeon, Mr. and Mrs. W. H. Donner, Capt. and Mrs. C. W. Foster, Mr. and Mrs. Frederick T. Haskell, William O'D. Iselin, Mr. and Mrs. Gilbert E. Jones, Mr. and Mrs. J. C. Kittle, Bernhard Kalischer, W. L. Lawson, Mr. and Mrs. F. W. ischer, W. L. Lawson, Mr. and Mrs. F. W. Mathiessen, Mr. and Mrs. W. E. Milne, John Osborn, Richard Platt, Wheeler H. Peckham, Emil Rathenow, W. T. Reincke, Lester A. Russell, Charles H. Steinway, E. Cooper Shapley, Dr. and Mrs. H. W. Sutcliffe, John Stevenson, Jr., and Col. Robert I. Thompson.

M. Thompson.

Serator Clark had been abroad for two months. He said that he had procured nothing this trip to add to his art collection. About politics he said:

"The next Democratic convention will not

he a cut and dried affair. Mr. Cleveland, Mr. Bryan ror Mr. Hill will be nominated. The nominee will be chosen on the floor of the convention, and if he's the right

#### MUST SEE TOBACCO CO.'S BOOKS. Chancellor Refuses to Hear Remark That McAlpin is Leagued With Trust.

The hearing of the case of Edwin A. McAlpin and other stockholders of the Universal Tobacco Company was continued in Chancery Chambers, Jersey City, yesterday morning before Chancellor Pitney, with the result that the Chancellor issued an order directing that E. A. McAlpin and the other petitioners have permission to examine the books and papers of the company and appointed Frank C. McDermott as master to make the examination, with authority to employ expert accountants. The matter before the Cancellor is the

The matter before the Cancellor is the petition of McAlpin and others for the aptitument of a receiver for the Universal apany. Gross mismanagement and see are charged by the petitioners and it was to substantiate these charges that they wished the access to the company's books. The Universal Tobacco Company was represented by R. H. McCarter of New Jersey, Wheeler H. Peckham, Bourke Cockran, and Edwin A. S. Lewis. Julien T. Davies and Gilbert Collins appeared for the complainants.

The petition presented by Mr. Davies | Denver and J. H. Moore is still at Lake Geneva. forth that the officers of the company set forth that the officers of the company had repeatedly refused the complainants' application for permission to examine the books. The petitioner named in the paper was William C. Judkins, who alleged that William H. Butler, president of the company, and his brother, George P. Butler, had collected several hundred thousand dollars from the assets and receipts of the follars from the assets and receipts of the

component companies.

Robert McCarter in his argument opposing the application said that the requestto have access to the books was against the rules of law. He expressed the belief that ne petitioners were in alliance with the Tobacco Trust, and that they desired to see the books so that they could obtain information of value to the trust. Mr. Davies protested against this insinuation.

"My judicial ears were closed to the remark," said the Chancellor. "No proof has been shown that the petitioners are in al-

een shown that the petitioners are liance with the trust or that they had any Chancellor Pitney fixed three tom next Monday as the time for as the time for Mr. McDermott to make his return on the examination of the books, when, he said, he might be able to render a decision.

#### SEIZED SHIPS RELEASED. Lumber Merchants Satisfied That Their Bill Will Be Paid.

ELIZABETH N. J. Sept. 8 - The cruiser Chattanooga, the Mexican gunboats Tampico and Vera Cruz, C. M. Schwab's pleasure boat Happy Day and the Central Railroad the Crescent Shipyards by Sheriff Coriell on Aug. 6, under a writ of attachment granted by the Supreme Court of New Jersey to F. L. & A. Heidritter, lumber merchants, on account of a bill for ma-

#### would be protected. GOULDS NOW EXPRESSMEN.

terial, were released this morning by order of the Sheriff. The lawyer representing the

lumber firm said an agreement had been

reached by which the rights of his clients

# Incorporate a Company to Run the Denver

and Rio Grande Baggage Business. The Gould interests have incorporated the Globe Express Company, with headquarters in Denver, to take care of the express business of the Denver and Rio Grande Railway. The company has an authorized capital of \$5,000,000, of which \$3,000,000 has been issued and is held by the Denver and Rio Grande. Among the directors are George J. Gould, E. T. Jeffrey, president of the Denver and Rio Grande, and Jesse White.

Capital Increased \$11,000,000 At a meeting of the stockholders of the opper Range Consolidated in Jersey City was voted to increase the capital stock om \$28,500,000 to \$38,500,000. President rom \$28,500,000 to \$38,500,000. President Paine was authorized to purchase for the company from A. C. Burrage 70,000 shares of Tri-Mountain stock and to effer in payment 70,000 shares of Copper Range stock and to purchase any part of the remaining 30,000 shares and to effer in payment one share of Copper Range for each share of Tri-Mountain.

Produce Exchange Gets a Canal Committee. The New York Produce Exchange apcointed a committee of fifty yesterday to rimulate plans for the formation of a Canal Improvement League between the Froduce Exchange and the Canal Association of Greater New York. The committee was appointed by President Burgess on the motion of Henry B. Herbert. Charles B.

# Mr. Morgan Libels the Monmouth.

Pierpont Morgan, whose yacht Cor in collision with the steamer lonmouth coming up from a yacht race, led a libel in the United States District port yesterday against the Monmouth of \$500. The port rail and several stanchers of the Corsair were carried away.

#### GOSSIP OF WALL STREET.

During the holiday here American stocks ruled strong in London, and the quotations received from the other side yesterday morning ranged from % to % above Friday's closing prices. On these London prices the bull contingent made a very strong opening, short covering and professional manipulation contributing could be to the improvement tion contributing equally to the improvement. A good many traders carried short contracts in the granger stocks over the holiday on the theory that unexpected changes in weather conditions were more like y to be unfavorable than otherwise. They covered on the opening There was heavy realizing during the forenoon by traders who bulled the market last week. Their selling increased mod-erately the floating supply of stocks, and the scalping possibilities of the long side of the market were accordingly impaired.

Professional realizing disclosed the fact that real buying power was lacking, and when evidence on this point became sufficiently strong the bear faction grew more aggressive. The sharp break in Atchison in the late trading, nearly two points from its highest price for the day, occasioned a lot of miscellaneous selling. The cause of the stock's abrupt reaction ostensibly was a frost scare. The Chicago frost bureau predicted frost for last night in Iowa, Indiana and Kansas.

A good borrowing demand for stocks was reported from the loan department after the close of the market. Atchison was still from the prevailing money rate. A large There was a fairly active demand for all the granger stocks, especially Rock Island. It is the opinion of some brokers that the general short interest in the market has been growing, the highly manipulative character of recent operations on the long side having encouraged short selling. It is believed, further, that the object of bidding up certain stocks has been to facilitate selling for

the Government's September crop report has shown a deterioriation in the condition of corn. That exception, however, was a notable one, the September report of 1899 showing an improvement of 16 'points in the crop's condition. The general impression seems to be that the monthly report forthcoming on Thursday will be favorable, but it looked vesterday as if the bull crowd in the granger stocks was taking advantage of that impression to make a general clean-up. There was active selling in this quarter of the market for both long and short ac-count, especially on the advance in Atchison during the forenoon. Manning was a heavy seller of Atchison, St. Paul, Missouri Pacific and Union Pacific. He was also a seller of Reading.

General commission business, brokers said. was as light yesterday as on any day last week. The books of specialists, who get most of their orders from commission houses are practically bare. In some foreign correspondence the observation was made that strenuous attempts on the part of profesbuyers and sellers had awakened no response Even the Western wire houses, which got rather more than their share of business last week, reported yesterday that their wires

One of the most encouraging signs in the market from the broker's point of view is the continued demand for investment stocks in odd lots. This buying had an unexplained spurt yesterday, probably because orders and intentions had accumulated over the holiday. There is also an improving demand

Harris, Gates & Co. and J. W. Davis & Co., were conspicuous sellers of United States Steel. A. A. Housman & Co., J. M. Amory & Son and Yates, Ritchie & Pope bought.

Jacob Field and other traders bid up Rock Island in the early trading, but to no definite purpose. It was intimated that inside interests were doing something in the stock, but inasmuch as the four principal members of the Rock Island party are absent from the Street the trading element was sceptical about it. "Judge" Moore and Mr. Leeds are

Atchison contributed more than one-third of the day's total stock transactions, having a volume of more than 100,000 shares. Brokers reported from the Atchison crowd that the manipulation was flagrant. One group of brokers and traders evidently had been appointed to hold the market while others sold long stock. On the advance across 68 in the early forenoon a good many shorts were forced in. The execution of large stop loss orders figured prominently in the rise Foreign houses traded on both sides. was said that London covered a line of short stock on the advance and put it out again in the later trading. Brokers who were heavy buyers last week were heavy sellers yesterday. Professional traders who would be recognized as such were sent into the crowd with large orders on either side. One broker did perhaps 20,000 shares during the day, and at the close nobody in the crowd was sure whether he had bought or sold on balance. In the last hour, when traders who had been landed with stock around 68 tried to get out, the price was offered down by some of the same brokers who bid it up in the forenoon. Several room traders agreed after the close that the floor crowd had been "whipsawed" in the stock.

There is still a wide diversity of opinion as to the character of some of the recent buying in Atchison. Two or three very prominent houses appear to have been accumulating the stock, but owing to the prac-tice of distributing manipulative orders through good sources, for effect, mere apferryboat Plainfield, which were seized at pearances count for very little, especially in so narrow and professional a market.

A Western house that has been giving out large orders in Atchison was said yesterday to be selling heavily on balance. Rumors of important pending developments were heard again, but found scant credence, and later it was said that the stock was being bulled on its earnings, which are reported to be

Atchison has been the dominating feature of the market ever since the session last week in which Jacob Field made an audacious turn in the stock, trading that day in 15,000 shares and quitting the market flat. The abrupt manner in which manipulative support was withdrawn yesterday after the stock had had so large a volume at the top led some traders to suspect strongly that the bull crowd had completed its turn and was standing from under.

The extreme irregularity of the market was attributed to efforts on the part of some who bulled the market last week to realize profits. "It has been easy to bid prices up," trader said, "because stocks were scarce. To sell them after you got them up, with the room crowd waiting to take your market away from you, has been real difficult. has required manipulative skill of the first order to take profits on any decent line of stocks." When it was seen yesterday that many of the old buil crowd were quietly realtzing, traders lost enthusiasm for the long side, but that was not until after a good many stocks had been distributed around the room on the forenoon prices. Stocks seemed to be

The Waldorf crowd appeared to be bulling one or two fresh stocks, notably Rock Island. while selling on a larger scale the stocks which it bulled last week. Operations of a similar character were seen in other quarters. Under cover of Atchison's early strength there was free selling of the granger stocks for both accounts.

# Court Calendars This Day.

Appellate Division Supreme Court.—Receas. Supreme Court.—Special Term.—Part I. Motton calendar called at 10.30 A. M. Part II.—Ex parte matters.
Surrogates Court-Chambers. For probate—Wills of Eliza Conway. Charles Kaufman, Calvin E. Wright, Ann A. Hallow, Mergaretta R. Anthony, Cornella T. Robb, Caroline D. Horton, Maria H. Keating, Marie D. Cleessman, Bridget McMahou at 10:30 A. M.—City Court—Special Term—Court opens at 10 A. M.—Motion.

# HUGHITT ON THE CORN CROP.

THINKS TWO BILLION BUSHELS TOO OPTIMISTIC AN ESTIMATE.

To Get So Large a Crop There Must Be the Best of Weather in the Corn States, and at Once-North Western's President Calls the Next 8 Weeks Pivotal.

President Marvin Hughitt of the Chicago and North Western Railway is in town for a few days on the road's business. Mr. Hughitt was asked at the offices of the company yesterday about the report from the West that the North Western had determined to destroy about 400 of its 30,000pound freight cars and to replace them with arger cars in order to handle more economi-

cally its increasing business. He said: "I do not know the exact number of cars which are to be abandoned, but imagine that 400 is not an excessive number, since we have some 53,000 cars in all. It has been our policy for about seven years to replace these small cars as rapidly as possible with those of a newer type and greater carrying capacity, and we have tried to get no new cars under 80,000 pounds. Traffic on the road is ever increasing and we have found that to meet its demands we must use the larger cars."

Mr. Hughitt's attention was called to an estimate made by the Price Current of Cincinnati that a corn crop of 2,000,000,000 bushels might reasonably be expected. He said:

"That estimate seems too optimistic. In Ohio the weather has been quite different from that experienced further West and this fact may have had something to do with the optimistic outlook from Ohio. It must be remembered that some of the corn States get almost Rocky Moun-

of the corn States get almost Rocky Mountain weather.

"In the West there were, during the growing season, some of the most extensive wind and rain storms ever experienced there, and these were not only hard on the growing crops, but the cold, raw weather continued so long that it affected the harvesting operations. The whole season has been exceptionally unfavorable and has put the corn crop behind. In order to get the estimated crop of corn now the to get the estimated crop of corn now the corn States will have to be favored with the best kind of weather, and the time to experience its effects is getting less each day. I regard the next three weeks as pivotal in the matter of the corn crop."

# CORN CROP OUTLOOK.

Ten Days of Warm Weather Needed Before

the Danger Point Is Passed. CHICAGO, Sept. 8 .- Reports received here to-day indicate that the corn crop in the Northwest is progressing favorably. A storm visited North and South Dakota and parts of Minnesota and Nebraska yesterday, but the damage to corn is not believed to be serious. Lange's weekly crop report, issued at Des Moines to-day, says: "Corn has made fair advances, but most fields still show the deep green color of midsummer and the ripening process has not been sufficient to allay the feeling of anxiety as to the future safety of the

Ten days more of warm weather in south ern Kansas and Missouri will put the corn crop beyond all danger of frost. About the same conditions exist in Nebraska Snow is reported at Butte, Mon., to-day and light frosts are predicted for to-night over the greater part of the Northwestern

# WEEKLY CROP REPORT.

Bad News From Cotton Fields—Cuttins of Corn Begun.

Washington, Sept. 9.—The Weather Bureau to-day issued the following general summary of climate and crop conditions:

"The weather conditions of the week ending Sept.7 were generally favorable in the Lake region and from the upper Mississippi and Missouri valleys westward to the Rocky Mountains, in New York and New England, portions of the M ddle Atlantic States, and in Florida, but in the Ohio and lower Mississippi valleys and generally throughout the Southern States drought has prevailed, in some sections becoming serious, retarding growth and maturity and causing considerable injury to crops. Rain is needed in Oklahoma and the southern plateau region. The weather of the week has been favorable on the Pacific Coast, but more rain is needed in Washington. Light frosts occurred in North Dakota, Minnesota, Wisconsin, portions of Ghio, and high districts in Utah, with little or no damage, except on lowlands in Wisconsin. and high districts in Utah, with little or no damage, except on lowlands in Wisconsin. Early corn is maturing rapidly, some

fields being safe from frost, and cutting is progressing in southern and central sections of the corn belt. Late corn has advanced satisfactorily in the great corn States, except Iowa, and under favorable conditions the bulk of the crop will be safe in two to three weeks. In Iowa it is ma-turing slowly, and the crop needs rain in Kansas, Arkansas, southern Missouri and

the States of the upper Ohio Valley.

The spring wheat harvest is nearly completed in the northern Rocky Mountain bleted in the hortnern Bocky Mountain States and threshing is general. Rains have again delayed stacking and threshing in North Dakota, and this work has been somewhat retarded by damp grain in shock in South Dakota and by cloudy and damp weather in southern Minnesota, which has caused damage to wheat in shock and stack.

Complaints of rust and shedding are general throughout the cotton belt, and the condition of cotton has deteriorated dur-ing the past week. The staple is opening the past week. The staple is opening rapidly, in some sections prematurely, and picking is becoming general in all districts. Favorable reports are received from North Carolina, Oklahoma and portions of South Carolina and Mississippi, prospects being good for a top crop in the first named State. In Texas, while the boll worms have mostly disappeared, boll weevil continue destructive and are puncturing nearly all new forms in the southwestern, central all new forms in the southwestern, central and eastern sections and the crop is also suffering from drought in the northern and weetern portions of that State, which retards fruiting and causes much shedding. Tobacco is suffering from drought in Kentucky and Tennessee and was damaged by hail in New York and New England; elsewhere the crop is satisfactory. Cutting is in progress in all districts, and curing is nearing completion in the Southern

Prospects for an average crop of apples are reported from portions of New England, the Middle Atlantic States, Iowa, Kansas and Oklahoma; a light crop is promised in Missouri, and less than the average in New York, although the fruit is of good quality in the last named State. Complaints of dropping are general in Ohio, Indiana, Kentucky, Tennessee and portions of Virginia, and apples are not so promising in Michigan.

Drought conditions have delayed plough

in Michigan.

Drought conditions have delayed ploughing in the Ohio Valley, Tennessee and Oklahoma, and more rain is needed to prepare the soil in Washington. Excellent progress has been made with this work in other sections, and wheat seeding has begun in Michigan. Missouri, Kansas and Nebraska,

# FINANCIAL NOTES.

The executive committee of the Western Union Telegraph Company has recommended the declaration of the regular quarterly divi-dend of 1½ per cent. dend of 1% per cent.

The banking house of Fisk & Robinson has issued a little book on "Industrial Mississippi, with Special Reference to the Gulf and Ship Island Railroad." The railroad is 160 miles in length and extends from Gulfport, Miss, to Jackson, the State capital. The book tells of the rapid development of the country through which the road runs. It is recalled that since 1880 the mileage in the State has increased from 1,127 miles to 2,934, in 1900, and industrial establishments from 1,479, with a product value of \$7,500,000, to 4,772, with a product value of \$40,500,000.

CANADIAN PACIFIC REPORTS.

enger Traffe Up 15.23 Per Cent. 55,000,000 to Be Spent on Rolling Stock. The Canadian Pacific Railway issued,

yesterday, its report for the year ended June 30 last. The financial statement published some time ago, showed gross earnings of \$43,957,000, an increase of \$6,454,000, and net earnings of \$15,800,000, an increase of \$1,750,000. In his report on the year's operations, President T. G. Shaughnessy says that there was authorized the construction of 113 miles of road between Regina and Arcola and an extension of 33 miles of the Manitoba and Northwestern Railway, for which 4 per cent. consolidated debenture stock will be authorized by the stockholders. Stock will also be issued for the Calgary and Edmonton Railway, which was taken over to prevent its passing into unfriendly hands. Attention is called by President Shaugh-

nessy to the purchase of the Canadian-Atlantic fleet of fifteen steamships from the Elder-Dempster Company. The purchase money, £1,417,500, was advanced from surplus earnings pending the issu-ance of 4 per cent. consolidated debentures for a like amount, the authorization of for a like amount, the authorization of which will be requested of the stockholders. Of the proceeds of the sale of \$19,500,000 ordinary shares, \$17,228,000 had been expended at the end of the fiscal year, and orders amounting to \$4,221,855 were outstanding for cars and locomotives. The directors will ask authority to expend \$5,000,000 in the next year on various classes of equipment. The cost of cars and locomotives has been substantially increased because of the recessity of getting so many of them outside of Canada and paying duty on their importation.

duty on their importation.

The working expenses for the year, President Shaughessy says, amounted to 63.97 per cent. of the gross earnings, and the net earnings to 38.03 per cent., as comthe net earnings to 38.03 per cent., as compared with 62.44 and 37.56 per cent., respectively, in 1902. The land sales for the year amounted to 2.639.617 acres for \$9.695,673, an average of \$6.07 an acre. The company received in bonuses from the Government \$259.421. There was paid to the precion four \$250.000

the Government \$250,421. There was paid into the pension fund \$250,000.

There was an increase of 15.23 per cent. in the number of passengers carried. The revenue for passengers amounted to \$1.91, an increase of 2.14 per cent. over 1902. In freight traffic the tons of revenue freight carried one mile increased 19.35 per cent. and the average amount received per ton per mile was 0.743, a decrease of 1.20 per cent, as compared with 1902.

#### FIRST SPOT COTTON BILLS IN. As Exports Increase They Will Now Help to Keep Exchange Down.

The first "spot cotton bills" of the season appeared in the exchange market yesterday, and while they had little immediate effect on the rate of exchange, which ruled at 4.861/2 during the day, their appearance was met with favorable comment from banking houses, which look to them as the forerunner of increased cotton exports If the bills increase in number and value through exports of cotton, they will afford a means of depressing the rate of exchange to the level of gold imports.

#### HOTELS AND RESTAURANTS.

#### WHERE TO DINE 3 Park Pt. Aic. a in carte-Tdh., Table d'hote.

Cafe Martin Table d'hote dinner, \$1.50. Music. Restaurant à la carte. Supper.

Cafe des Beaux-Arts So W. 40th St. Musique et chants des Troubadours.

Select and Excusive Restaurant.

Cafe de Logerot With Imported Wine, 31.50. Orchestra.
(Hours, 6 to 9 P. M.)

Tdh. Dinner, \$1.25.
(Culsius Française.
Also service a la carte.

# EXCURSIONS

MAUCH CHUNK GLEN ONOKO SUNDAY, SEPTEMBER 13th LEHIGH VALLEY R. R. \$1.50 ROUND

Special train leaves New York 23rd St. 25 a. m., Cortlandt or Desbrosses Sts. 30 a. m. Brooklyn Annex 8.15 a. m. Fare from Brooklyn 15 cents extra.

# CONEY ISLAND

Leave FOOT 22D ST., N. B., 9:30, 10:45 A. M. 12:00 M., 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00 P. M. Leave Pier (New) No. 1. North River, Leave NEW IRON FIER, CONEY ISLAND 110 A. M., 12:25, 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40 8:40, 9:40 P. M. 840, 8:40 P. M.

ROUND TRIP TICKETS, 25 CENTS.

ACKER, MERRALL & CONDIT'S LIQU

and CIGARS served under company manager

SPECIAL FALL EXCURSION

ATLANTIC CITY SUNDAY, SEPT. 13. ROUND \$2.50 TRIP.

New Jersey Central,
Special train leaves Liberty St. Station 8:00 A. M.;
So. Ferry 7:55 A. M. Arrive Atlantic City II A. M.

LONG ISLAND RAILROAD. "THE WAY TO THE SEA."

\*\*THE WAY TO SHE SEACH.

\*\*MANHATTAN BEACH.

Leave 34th St., E. R., N. Y., week days, 5:30, 6:40, 7:40, 9:20, 11:30 A. M., 12:10, 10:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:40, 5:10, 6:40, 6:10, 7:40, 8:10, and 8:40, P. M. Last train from Beach II P. M. Additional trains on Race Days, C. I. J. C., 12:40, and 12:50 P. M.

Leave East N. Y. 25 minutes after 34th st. time.

\*\*ROCKAWAY\*\*\* BEACH.\*\*

Leave 34th St., E. R., N. Y., week days, 5:30, 6:20, 6:40, 8:30, 9:20, 10:50, A. M.; 12:50, 1:50, 2:50, 4:20, 5:20, 6:30, 7:20, 9:20, P. M.; 12:00 night.

#### WEST POINT, NEWBURGH & POUGHKEEPSIE.

NEW YORK" and "ALBANY." From Brooklyn, Fulton St. (by Annex) 8:00 A.M.
New York, Desbrosses, St. Pier 8:40
West 22d St. Pier 9:00
West 129th St. Pier 9:20
Returning, due in New York, 5:30 P.M.
MORNING AND AFTERNOON CONCERTY,
AFTERNOON BOAT, STR. MARY POWELL,

ROCKAWAY BEACH Leaves W. 13th St. 9 a. m., W. Ed St. 10 a. m., Battery Lanning 10:59 a. m., Leaves Rocksway 4:46 p. m. ROUND TRIP, 50c.



Don't be buncoed. There won't be another. Four days at sea on 12,000-ton "Liner," at sea on 12,000-ton "Liner, and a visit to Quebec and Montreal for \$45 is unique. The "CANADA" leaves Boston Saturday. Same date Bermuda, ten days, splendid trip, \$44.50. Tickets for principal Railroads to the West, South and everywhere. Pullmans, too.

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"The New York World's Fair." Attractions from all parts of
the world. Interesting
noveltles. Exhibition
extraordinary, a Band
of Genuine Hindoo
Jugglers. Grand concerts, magnificent
follage, rare plants,
horticultural wonders, un e qualled
menagerle, museum
and aquarium; ALL
FREE, Delighful sail
on swift steamers.
Gien Island clambake.
Dinners all carte. "Klein

on swift steamers.

Glen Island clambake.
Dinners ala carte. "Kieln
Deutschland." The Dairy.
Boating, Bathing, Bowling, Billiards, Fishing.
TIME TABLE—SUBJECT TO CHANGE—LEAVE:
Cortlandt Street Pler, 9:00, 10:00, 11:00 A. M.,
12:00 M., 1:30, 2:30, 3:45 P. M.
Bridge Dock, Fulton Ferry, Brooklyn, 9:30, 10:20,
11:20 A. M., 12:20, 2:00, 2:50, 4:00 P. M.
East 3:2d Street, 9:30, 10:00, 10:45, 11:45 A. M.,
12:45, 2:15, 2:15, 3:15, 4:30 P. M.
Leave Glen Island, 11:00 A. M., for Cortlandt
Street only, 11:15 A. M. for 32d Street and Brookstreet only, 11:15 A. M. for 32d Street and Brookstreet only, 3:00, 5:00, 6:00 and 7:00 P. M. for all landings. Extra boats on Sundays and holidays.

EXCURSION, 40 CENTS.
including admission to all attractions.

OCEAN STEAMERS.

# Hamburg-American.

For PLYMOUTH—CHERBOURG—HAMBURG. Twin-Screw Express and Passenger Service. THE GREAT OCEAN FLYER S. S. Deutschland. 

THE Mediterranean By superb Twin-Screw Steamers.
HAMBURG-AMERICAN LINE.
Omces, 35 & 37 Broadway. Piers, Hoboken, N. J.

#### NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE. PLYMOUTH—CHERBOURG—BREMEN

K.Wm.H.Sept.22,6:30AM | K. Wm.H.Oet. 20, 8 PM Kaiser.....Sept. 29, 10AM | Kalser.....Oet. 27, 10 AM Kronprinz..Oet. 6, 4 PM | Kronprinz, Nov. 3, 3.00 PM OELRICHS & CO., 5 BROADWAY, N. Y. JAPAN-CHINA

Hawaii and Philippine Islands. PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYO KISEN KAISHA.
Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at 1 A. M. Gaelle Sept. 11 Doric... Hong Kong Maru, Sept. 19 Nippon Maru... China Sept. 29 Siberia.

NEW ORLEANS BY WATER Elegant new passenger steamships of the

Southern Pacific Leave New York every Wednesday at noon, arriving New Orleans Monday. Leave New Orleans every Wednesday at noon, arriving New York Monday. For further information address 340 Broadway, or i Broadway, Washington Bldg.

# CANADIAN PACIFIC RAILWAY

Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands, Hawaiian, Fiji Islands, Australia and New Zealand. Moana Sept. 18 Agrang 1 Nov. 13
For rates and information apply at 353 & 1 B'way.

AMERICAN LINE. NEW YORK—SOUTHAMPTON—LONDON.

8t. Louis, Sept. 0, 10 A.M. Phila... Sept. 23, 10 A.M. New York, Sept. 16, 10 A.M. St. Louis, Sept. 30, 10 A.M.

RED STAR LINE. NEW YORK-ANTWERP-PARIS. Finland, Sept. 12, 10 A.M. | Kroonland, Sept. 26, 10AM Vaderland, Sept. 19, 10AM | Zeeland, Oct. 3, 10 A. M

Plers 14 and 15 N. R. Office, 73 Broadway, N. Y

CUNARD LINE TO LIVERPOOL VIA Queenstown. From Piers 51 and 52, North River. Etruria. Sept. 12, 9 A.M. | Umbria, Sept. 26, 9 A. M Campania, Sept. 19, 2P. M. Lucania, Oct. 3, 2 P. M EXTRA TUESDAY SERVICE.

Aurania, Sept. 15, 11A. M. | Carpathia, Sept. 29,11AM Carrying second and third class only. VERNON H. BROWN & CO., Gen. Agts., 29 B'way ANCHOR LINE Glasgow and Londonderry

Furnessia, Sept. 12, noon | Astoria... Sept. 26, noon Columbia, Sept. 19, 3 P.M. | Ethiopia... Oct. 8, noon First saloon, \$50 to \$100.

Second cabin, \$35 and up: third class \$26 and up. For new illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B'way, N. Y.

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ington, D. C., and entire South and West. Freight and passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at 3 P. M. H. B. Walker, Vice-President & Traffic Manager.

# WHITE STAR LINE NEW YORK QUEENSTOWN-LIVERPOOL. Germanic, Sept. 9, noon | Malestic, Sept. 18, no Cedric., Sept. 11, 8A, M. | Celtic..., Sept. 18, 3P, Pler 48, North River, Office, 9 broadway, New Yor

ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. Mesaba..Sept. 12, 9 A. M. | Min'polis. Sept. 26, 9 A. M. Min'tonka, Sept. 19,4 P.M. | Minnetiaha, .Oct. 3, 3 P.M. Only first-class passengers carried.

FOR RATES. ETC., APPLY TO 1 BHOADWAY.

STEAMBOATS.

# Hudson River by Daylight Palatial Steamers "New York" and "albany" of the Hudson River Day Line, fastest and finest river boats in the world. Leave Brooklyn. Fulton St. (by Annes), 800 A. M.

to Catskin and heart and a connections to all points East, North and West. Through tickets and bargage checked at offices of N. Y. Transfer Co. Most delightful one-day outings to West Point, Newburgh or Poughkeepsle returning on down boat. Restaurant open at 7.A. M. MUSIC.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Sats. 1:45 P.M.). W. 22d St., 8:30 P. M. (Sats., 2 P. M.). 179th st. (on Sats. and Holidays only) 2:20 P. M. For Highland Falls. West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughteepsie, Ecopus, Rondous and Kingston. Famous Mary Powell Orchestra.

# Pennsylvania STATIONS POOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS.

LANDT STREETS.

13 The leaving time from Bestresses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where etherwise neted.

7.25 A. M.—FAST MAIL.—Parior. Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. 7.55 A. M.—FAST MAIL.—Parlor, Steeping and Dining Cars. For Chicago, Indianapolis and Louisville.
9.55 A. M. ST. LOUIS LIMITED.—Pullman Steeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.
19.25 A. M. PENNSYLVANIA LIMITED.—Pullman Steeping, Dining, Smoking and Observation, Compartment Cars. For Chicago, Cieveland, Toledo and Detroit.
1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7-55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt streets, 10:20), (Dining Car), 10:35 (Dining Car), a. m., 12:56 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parlor and Dining Cars, 3:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 10:25 (Dining Car), a. m., 12:25 (Dining Car), 10:25 (Congressional Limited," all Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining SOUTHERN RAILWAY.—Express, 4:28 p. m., 12:10 might daily.
ATLANTIC COAST, LINE.—Express, 9:25 a. m. and 9:25 p. m. dafly.
SEABOARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEARE AND OHIO RAILWAY.—7:55 a. m. week days and 4:55 p. m. daily.
FOR OLD FOINT COMFORT AND NORFOLK.—7:55 a. m. week days and 8:55 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week days. Sundays, 7:85 a. m. Through Vestibuled Trains, Buffet Parior Cars, and Standard Coaches on week days. Parior Smoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

Cars, Dining Car and Standard Coacnes on Sundays.

CAPE MAY.—12.55 p. m., week days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:55 a. m., 12:10, 2:25, 8:25, 4:10, 4:55 and 6:55 p. m. (rowcek days. Sundays 9:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets), 9:00 a. m., 12:20, 2:30, 3:40, 4:20, 5:10 and 7:00 p. m. week days. Sundays, 9:45 a. m., 5:00 p. m. FOR PHILADELPHIA.

Gays. Sundays, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, 7:55, 7:56 (Dining Car), 8:23, 8:35 9:25 (Dining Car), (9:55 St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Penna. Limited), 10:35 (Dining Car), 11:35 a. m., 12:35 (Dining Car), 11:35 (Dining Car), 11:35 a. m., 12:35 (Dining Car), 2:35, 3:25 (Dining Car), 4:55 (Dining Car), 6:55, 7:55, 8:25, 8:56, 9:25 p. m., 12:10 night, week days. Sundays, 8:06, 7:55 (Dining Car), 8:25 (D

# New York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

Due

8:00 A. M., Hartford and Willmantic, 2:00 P. M.

9:04 A.M., Springfield and Worcester, 3:30 P. M.

10:00 A. M., \*!New London and Providence, 3:00 P. M.

10:00 A. M., \*New London and Providence, 4:30 P. M.

12:00 M. Springfield and Worcester, 5:40 P. M.

12:00 M. New London and Providence, 4:00 P. M.

1:00 P. M., \*New London and Providence, 6:00 P. M.

1:00 P. M., \*New London and Providence, 7:00 P. M.

3:00 P. M., \*New London and Providence, 9:00 P. M.

4:00 P. M., \*Springfield and Worcester, 10:00 P. M.

4:00 P. M., \*Springfield and Worcester, 10:00 P. M.

4:00 P. M., \*Springfield and Worcester, 10:00 P. M.

1:100 P. M., \*Springfield and Worcester, 6:35 A. M.

1:2:00 P. M., \*New London and Providence, 6:37 A. M.

1:2:00 P. M., \*New London and Providence, 6:37 A. M. 1230 A.M. New London and Providence, 6:27 \*Pally, Including Sunday. \$Stops at 125th a \*†Five-hour Limited, all parior cars: fare, York and Boston, \$7, Including parior car seat.

# LEHIGH VALLEY Poot of West 28d A. Cortlandt and Desbrosses Sts. B. Dally. † Except Sunday. Sunday changess d12.45 e8.00. n5.25. xo.45.

# Lackawanna Railroad.

Sts.

†8500 A. M.—For Binghamton and Syracuse.

†10:00 A. M.—For Buffalo, Chicago and St. Louis.

†1:40 P. M.—For Buffalo and Chicago.

x1:00 P. M.—Pocono Mountain Special.

†4:00 P. M.—Por Buffalo and Chicago.

\*8:45 P. M.—Utca, Oswego, Ithaca, Buffalo.

\*2:00 A. M.—For Chicago—Siespers open 9 P. M.

Tickets at 167, 429, 1183 Broadway, N. Y.; 338

Fulton st., Brooklyn. \*Daily. †Except Sunday.

xThursdays, Fridays and Saturdays.

# STEAMBOATS

BOSTON AND POINTS IN NEW ENGI FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points, Steamers PHISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot Warren St., week days and Sundays at 5:30 P. M.

PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M.

STONINGTON LINE for Stonington, Watch Hill, Narragansett Pier, Boston and East. Steamers MAINE and NEW HAMPSHIRE. Leave Pier 40, N. R., foot Clarkson St., week days only at 6 P. M.

NORWICH LINE for New London, Pisher's Island, Block Island, Norwich, Worcester, Boston, North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pier 40, N. R., foot Clarkson St., week days only at 5:30 P. M.

NEW HAVEN LINE for New Haven, Hartford Springfield and North, from Pier 40, N. R., foot Clarkson St., week days Steamer RICHARD PECK leaves New York at 4 P. M.; Sundays, 9:30 A. M.

(2. 31st St., 10:15 A. M.); returning due New York 8:00 P. M.

TICKETS AND STATEROOMS all Lines at 187. NEW ENGLAND. 8:00 P. M.
TICKETS AND STATEROOMS all Lines at 167,
261, 673, 1386, 1354 Broadway, 3 Park Place, 25 Union
Square, 245 Columbus Avenue, 273 W. 125th Street,
163 F. 125th Street, New York: 4 Court, 860 Fulton
Street, 300 Broadway, Brooklyn, and at Piers.

# BYSEA TO MAINE

MAINE STEAMSHIP CO. IS THE MOST DELIGHTFUL SEA TRIP
OUT OF NEW YORK.
Fast modern Steomships NORTH STAR and
HORATIO HALL sail for Pertiand Mondays.
Tuesdays, Thursdays and Saturdays.
Send for illustrated descriptive booklet, malled
free. Offices, 290 Broadway and Pier (New) 32 East
River, New York. Telephone 1200 Orchard.

JOY ONLY \$2.00
New York to Providence.
First-Class Service. Fast and elegant steamers leave New York laily, excepting Sunday, at 5 P. M., from Pier 5, East River, foot of Catharine St. 'Phone: 00 Orchard. Orchestra on each steamer.

# PEOPLE'S LINE ADIRONDACK OR DEAN RICHMOND.

leaves Pier 32, N. R., foot Canal St., at 6 P. M. week days, connecting with express trains, Sundays included. Orchestra on steamers. HARTFORD LINE

from Pier 83 New). East River, daily, except Sun-day, at 5 P. M., for Connecticut River Leadings, con-pecting for Springneid, Holyoke, Northried and all New England points. Send for illustrated folder. TROY LINE. "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily, 6 P. M., except Saturday, Direct railroad connection at Troy for all points sorth and east. Sunday steamers touch at Albasy.

# NEWYORK & HUDSON RIVER R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below:
North and west bound trains, except those leaving Grand Central Station at 8:30, 11:30 A. M., 2:46, 2:30, 9:15, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10

A. M.—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy, 6:40 A. M.

7.50

A. M.—4DIRONDACK, THOUSAND ISLANDS AND MONTREAL SPECIAL.

7.54

A. M.—5YRACUSE LOCAL.—Stope at all important stations.
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8.40 Due Buffalo 7:10. Niagara Falis 8:07.

A. M.—†SARATOGA AND MONTREAL
SPECIAL.

A. M.—†DAY EXPRESS.—Makes local
stops. Due Buffalo 1:15 A. M.

A. M.—†RUITLAND EXPRESS.—Due
Rutland 7:45 P. M.

P. M.—\*BUFFALO LIMITED.—Due Buffalo 1:190 P. M. Niagara Falis 1:35 P. M.

P. M.—\*SOUTH WESTERN LIMITED.—
Due Cincinnati 10:30, Indianapolis 11:30

A. M., St. Louis 9:45 P. M., next day.

P. M.—\*CHICAGO LIMITED.—24 bours
to Chicago via Lake Shore. 24½ via M. C.

P. M.—\*The 20th CENTURY LIMITED—
20-hour train to Chicago via Lake Shore.
Electric lights and fans.

P. M.—\*ALBANY AND TROY FLYER—
Due Albany 6:40, Troy 7:05 P. M.

—Local atops.

Local atops.

P. M.—\*INTROVI GRAND RAPIDS and 9.40 10.30 11.30 12.50 1.00 1.00 2.45

Due Albany 6-40. Proy Express.

—Local stops.
—Local stops.
—Local stops.
—M.—Bettroit, Grand Rapids and CHicago Special.

p. M.—'Lake Shore Limited.—2546
hour train to Chicago. All Pullman care.
Due Cleveland 7-36 A. M., Cincinnat 1:30.
Indianapolis 3:10, Chicago 4:00, St. Louis
9:45 P. M. next day.

p. M.—'Western Express.—28 hours
to Chicago via both L. S. and M. O.

p. M.—'Montreal Express.—via D.

6 H. or Rutland.

p. M.—'Adirondack and Montreal
Express.

p. M.—'Buffalo. Thousand Isl.
ANDS and Toronto Special.

p. M.—'Special Mail Limited.—
Sleeping oar only for Rochester.

p. M.—S O U T H W E S T E R N Special.

8.00

9.20

Sleeping car only for Rochester.

9.30

P. M.—SO UT H WE ST ER N SPECIAL.

9.30

P. M.—PACIFIC EXPRESS.—Chicage 34 hours by Michigan Central, 33 hours by Lake Shore.

11.30

Lake Shore.
P. M.—CHICAGO THEATRE TRAIN.—Cape Vincent, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

\*Daily. \*Except Sunday.\*\* Except Monday.\*\* HARLEM DIVISION.

9.08 A. M. and 3:35 P. M. daily, except Sunday, to Pittsfield and North Adams: Saturdays only, 3:48

P. M.: Sunday at 9:30 A. M.

Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 281, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbia av., 133 West 125th st., Grand Central Station, 125th St. station and 138th st. station, New York; 338 and 726 Fulton st., and 106 Broadway, E. D., Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL POLITE

NEW YORK CENTRAL ROUTE

BETWEEN

NEW YORK, BOSTON AND NEW ENGLAND Via Springfield and the BOSTON AND ALBANY RAILROAD. (New York Central and Hudson River R. R., Lessee.)
Trains leave Grand Central Station, Pourth
avenue and 42d steet, New York, as follows:
19:04 A. M., 112:00 noon, 4:00 P. M., 11:00 P. M.,
arrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M., 6:15 A. M.
Leave Boston 79:00 A. M., 112:00 noon, \*4:00 P. M.,
\*11:00 P. M., arrive at New York 3:30 P. M., 5:40 P. M.,
\*10:00 P. M., 6:14 A. M.
\*Tickets at New York Central ticket offices, 167,
\*415 and 12:16 Broadway and at Grand Central Station.
\*A. H. SMITH. GEORGE H. DANIELS,
\*Gen'l Manager. Gen'l Pass'r Agent.

# WEST SHORE RAILROAD.

(New York Central and Hudson River R. R., Lessee.)
Trains leave Franklin st. station, New York, as follows, and 12 min. later foot West 42d st., N. R.:
"7:10 A. M.—4 For Interm, points to Albany.
"9:40 A. M.—(1) Catskill M''th Express.
111:20 A. M.—(2) Saratoga and Mohawk Express.
111:245 P. M.—(3) Rip Van Winkle Flyer.
1:00 P. M.—Chicago Express.
"2:25 P. M.—Con. Lim. for Det., Chi. & St. Louis.
13:25 P. M.—(4) Ulster Express to Catskill M''ns.
"3:45 P. M.—(4) for Hudson River points & Albany.
6:00 P. M.—For Roch., Buffalo, Cleve'ld & Chicago.
18:00 P. M.—For Roch., Buffalo, Letroit & St. Louis. 18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.

\*9:15 P. M.—For Syra., Roch., Niag. Falls, Det. & Chl.

\*Dally. †Dally except Sunday. Leave Brooklyn Annex: (1) at †9:15 A. M., (2) at †0:45 A. M.,

(3) at †12:10 P. M., (4) at †2:45 P. M. Leave Jersey.

Clty, Penn. R. R. Sta.: (1) at †9:47 A. M., (2) at †11:20

A. M., (3) at †12:50 P. M., (4) at †3:35 P. M. Time

tables at principal hotels and offices. Baggage

checked from hotel or residence by Westcott Ex
press.

#### C. E. LAMBERT, Gen'l Pass'r Agent. READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:10, 5:00 (5:45 Easton only), P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M. WILKES-BARRE AND SCRANTON—24:00, 9:10 Sundays, 24:25 A. M., 1:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. A. M., 5:00 P. M. Sundays, z4:25 A. M., 1:00 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—z4:00, 9:40 A. M., 1:30 (3:40 Lakewood and Lakehurst only), 4:30 P. M. Sun-Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:15 A. M.
ATLANTIC CITY—19:40 A. M., 18:40 P. M. (1:00 VINELAND AND BRIDGETON-124:00 A. M., VINELAND AND BRIDGETON—124:00 A. M., 11:30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., (1:10 Saturday only), 2:45, 8:30, 3:53, 4:45, 5:30, 8:30 (11:50 Wednesdays to Asbury Park and Saturdays to Point Pleasand P. M., Sundays, eacopt Ocean Grove, 9:15 A. M., 1:30, 4:30 f. M., (1:10 A. M., 1:120, 1:100, 1:30, 1:200, 1:300, 1:100, 1:30, M., 1:12:00, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:3 24TH AND CREATE AND 100, 25340, 5500, 7500, 19.25 P. M., 1215 Mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIA MSPORT—1400, 2.25, 1800, 19210 (10:00, 11:00 A. M. Reading only), 51:00, 19210, 12:00 P. M. Reading, Pottsville and Harrisburg only, 4:300, 15:00 P. M.

SANDY HOOK ROUTE—From ft. Rector St., Pier S. Atlantic Highlands, Seabright, Monmouth Beach and Long Branch, Asbury Park, Point Pleasant, 9:00, 10:00, 11:00 A. M. 1:00, 2:00, 4:00, 5:00, 6:00, 6:00, 6:00 Asbury Park, P. M. Sundays, 10:00 A. M., 1:00, 4:00, 5:00 P. M. 2From Liberty Street only, Daily, Except Sunday, 4Sunday only, 1Parlor cars only, 1Via Tamaqua, Xsaturdays, Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 167, 261, 434, 1300, 1354 Broadway, 182 Fith av., 25 Union Square West, 133 East 125th St., 278 West 125th St., 245 Columbus Av., New York, 4 Court St., 344, 860 Fulton St., Brooklyn; 299 Broadway, Williamsburg, New York Transfer Co. calls for and checks baggage to destination, W. G. BESLER, C. M. BURT, Vice-Pres and Gen. Mgr. Gen. Pass't Agt.

ROYAL BLUE LINE; NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.

MORE AND OHIO R. R.

Leave South Ferry. Liberty St. Ferry.

Balto.-Washington. 18:25 AM. 18:30 AM. Buffet
Balto.-Washington. 18:25 AM. 18:30 AM. Diner
Balto.-Washington. 18:25 AM. 18:45 AM. Diner
Balto.-Washington. 12:35 PM. 1:00 PM. Diner
"Royal Limited"... 3:35 PM. 3:40 PM. Diner
Balto.-Washington. 48:5 PM. 5:00 PM. Diner
Balto.-Washington. 18:210 nt. 18:215 att. Sleepers
Dally. 1Dally. except Sunday. §Sunday only.
Offices: Liberty St. Ferry. South Ferry. 6 Asto.

Offices: Liberty St. Ferry. South Ferry. 6 Asto.

10:50 No. 18:50 PM. 18:50

BALTIMORE & OHIO RAILROAD,

Lv. New York City, South Ferry Liberty St.
Chicago, Pittsburg 12:30 nt. 12:35 nt.
Chicago, Columbus, 12:35 pm. 1:00 pm. Diner
Pittsburg Limited" 16:35 pm. 12:36 pm. Lim'd
"Pittsburg Limited" 16:35 pm. 12:30 pm. Lim'd
Cincinnati, St. Louis 16:35 pm. 12:35 ns. 13:30 pm. Buffet
Cincinnati, St. Louis 16:35 pm. 12:30 am. Diner
Cincinnati, St. Louis 16:35 pm. 17:30 pm. Buffet
Cincinnati, St. Louis 16:35 pm. 17:30 pm. 17:30 pm. Buffet
Cincinnati, St. Louis 16:35 pm. 17:30 pm. Buffet
Cincinnati, St. Louis 16:35 pm. 17:30 pm. Buffet
Cincinnati, St. Louis 16:35 pm. 17:30 pm.

**NEW YORK, ONTARIO & WESTERNRY.** 

Lvs. Franklin St. Lvs. W. 42d St.

18:15 A. M. Way Train. 3:30 A. M.

7:45 A. M. Day Express to Oswego. 8:00 A. M.

19:05 A. M. Liberty Express. 9:15 A. M.

12:00 Noon. Express to Norwich. 12:15 P. M.

2:00 P. M. Ellenville and Kingaton. 3:15 P. M.

3:25 P. M. Express to Rockland. 8:45 P. M.

2:30 P. M. Western Express. 4:45 P. M.